



U.S. Department of Homeland Security

United States Coast Guard

LOCAL NOTICE TO MARINERS WEEKLY EDITION

District: 11

Week: 41/04

SEND CORRESPONDENCE TO:
COMMANDER
DISTRICT ELEVEN (OAN)
COAST GUARD ISLAND BUILDING 50-3
ALAMEDA, CA 94501-5100

BROADCAST NOTICE TO MARINERS - Information concerning aids to navigation and waterway management promulgated by BNM 0787-04 to BNM 0810-04 has been incorporated in this notice if still significant.

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the mariner.

SUBMITTING INFORMATION FOR PUBLICATION IN THE LOCAL NOTICE TO MARINERS:

A complete set of guidelines with examples and contact information can be found on our website at <http://www.uscg.mil/d11/oan> or call BM2 Rachel Mentz at (510) 437-2970. LNM 41/04 dated 12 Oct 2004.

dGPS STATUS AS OF 12 OCT 2004:

For information regarding the dGPS system, or for status updates contact the Petaluma Control Center at (707) 765-7612/ 7613. LNM 41/04 dated 12 Oct 2004.

LORAN-C STATUS AS OF 12 OCT 2004:

Loran-C stations for 8290, 9610 and 9940 Chains are on air. **Lorsta Searchlight (Rate 9610-W/9940-Y) will be unusable from 1700 GMT 02 Nov to 0100 GMT 03 Nov 2004 with an alternate time and date of 1700 GMT 03 Nov to 0100 GMT 04 Nov 2004 and from 1700 GMT to 2100 GMT on 04 Nov 2004 with an alternate time and date of 1700 GMT to 2100 GMT on 05 Nov 2004.** For information regarding the Loran-C System, contact the Coordinator of Chain Operations West Coast at (707) 765-7518. Current Loran-C Status is available 24 hrs per days through the Internet at: <http://www.navcen.uscg.gov>. LNM 41/04 dated 12 Oct 2004.

SECTION II - DISCREPANCIES

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

DISCREPANCIES: (bold type and * denote new information since last LNM)

LLNR	NAME OF AID	STATUS	CHARTS AFFECTED	BNM REF.	LN M REF.
0380.00	Noonday Rock LBB NR	EXTINGUISHED	18680	0789-04	41-04*
1571.00	Ballast PT Shoal Buoy	PARTIALLY SUBMERGED	18765	0748-04	39-04
2775.00	Santa Cruz CH South PT. LT	EXTINGUISHED	18728	0800-04	41-04*
2280.00	Mission Bay North Jetty LT 1	SOUNDING CONTINUOUSLY	18765	0808-04	41-04*
3820.02	Port San Luis CH LB 5	OFF STATION	18703	0718-04	39-04
5530.00	Core Madera CH LT 4	DESTROYED	18649	0774-04	40-04
5590.00	Corte Madera CH LT 17	EXTINGUISHED	18649	0762-04	40-04
6470.00	Roe Island CH Range Front LT	DAMAGED	18656	0445-04	25-04

DISCREPANCIES CORRECTED:

None.

12 Oct 2004

THE LOCAL NOTICE TO MARINERS IS AVAILABLE ON THE
WORLD WIDE WEB AT WWW.NAVCEN.USCG.GOV/LNM/D11/

LNM 41/04

SECTION III - TEMPORARY CHANGES AND TEMPORARY CHANGES CORRECTED

This section contains temporary changes and corrections to Aids to Navigation for this edition. When charted aids are temporarily relocated for dredging, testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position.

TEMPORARY CHANGES:

4960.00	San Bruno Shoal CH LT 4	TRLB	18651	1070-03	41-03
6070.00	Petaluma River Entrance CH LT 20	LEANING/TRLB	18654	0362-04	21-04
6090.00	Mare Island Strait LT 1	TRLB	18654	0654-04	35-04
6557.00	Suisun Bay CH LT 24A	TRLB	18654	0047-04	03-04
6600.00	New York Slough LT 2	TRLB	18654	1167-03	45-03
6625.00	New York Slough LT 5	TRLB	18654	0839-03	32-03
6646.00	New York Slough Lighted Buoy 13	TRLB	18654	0555-04	31-04
6765.00	San Joaquin River LT 26	TRLB	18661	0493-04	27-04
7945.00	Bodega HBR CH DBN 34	TRUB	18643	0829-03	32-03

TEMPORARY CHANGES CORRECTED:

None.

SECTION IV - CHART CORRECTIONS

18020	37 th ed. 09/01/2003	NAD 83	Last LNM: 29/04	(CGD11)	41/04
	CA – SAN DIEGO TO CAPE MENDOCINO				
	Delete	Cojo Anchorage Special Purpose Buoy W Or		at	34°26'31.000"N 120°23'40.000"W
	(Supercedes LNM 40/04)				
18720	31 st ed. 07/29/2000	NAD 83	Last LNM: 36/04	(CGD11)	41/04
	CA – POINT DUME TO PURISMA POINT				
	Relocate	Cojo Mooring Buoy "B"	from 34°26'46.000"N 120°26'20.000"W	to	34°26'48.000"N 120°26'19.200"W
		Cojo Mooring Buoy "C"	from 34°26'44.000"N 120°26'07.000"W	to	34°26'46.800"N 120°26'06.000"W
	Delete	Cojo Mooring Buoy "A"		at	34°26'51.000"N 120°26'29.400"W
18721	11 th ed. 07/08/2000	NAD 83	Last LNM: 40/04	(CGD11)	41/04
	CA – SANTA CRUZ ISLAND TO PURISMA POINT				
	Relocate	Cojo Mooring Buoy "B"	from 34°26'46.000"N 120°26'20.000"W	to	34°26'48.000"N 120°26'19.200"W
		Cojo Mooring Buoy "C"	from 34°26'44.000"N 120°26'07.000"W	to	34°26'46.800"N 120°26'06.000"W
	Delete	Cojo Mooring Buoy "A"		at	34°26'51.000"N 120°26'29.400"W

SECTION V – ADVANCE NOTICES

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc.
Mariners are advised to use caution when transiting these areas.

None.

SECTION VI – PROPOSED CHANGES

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond to the District Office unless otherwise noted.

None.

SECTION VII – GENERAL

This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

All times are given in local time, represented by the time followed by (T).

SOUTHERN CALIFORNIA - SAN DIEGO - RESEARCH – The M/V Independence will be conducting research in the vicinity of 32°43.6'N 117°30.5'W **from 18 Oct through 21 Oct 2004** and will be monitoring VHF-FM Ch. 16. All vessels are requested to maintain a 0.5 NM CPA from the M/V. For further comments or details, contact Ron Erich at (805) 982-1270.
Chart: 18765 LNM 41/04 dated 12 Oct 2004.

SOUTHERN CALIFORNIA - CHANNEL ISLANDS HARBOR - DREDGING OPERATIONS - Manson Construction Company will be conducting dredging operations in the vicinity of Channel Islands Harbor entrance, sand trap areas and behind the detached breakwater. The operation may continue **through 30 Dec 2004**. The HYDRAULIC PIPELINE DREDGE *H.R. MORRIS*, the TENDER *PUP*, the TENDER *CUB*, and the SURVEY BOAT *RENEGADE* will be on scene and monitoring VHF-FM Ch. 16 and 66. Material will be transported through floating pipeline, submerged pipeline, and shore pipeline to a disposal area east of Port Hueneme Channel Entrance. Mariners are advised to use extreme caution and contact the *H.R. MORRIS* when passing. For further comments or details, contact Frank Bechtolt at (562) 762-5367.
Chart: 18725 LNM 41/04 dated 12 Oct 2004.

SOUTHERN CALIFORNIA - LOS ANGELES - MARINE EVENT – The Los Angeles Maritime Institute will sponsor their Tallship Gathering involving 8 participants in Los Angeles Harbor **from 1000T to 1100T on 16 and 17 Oct 2004**. The event sponsor Michal Nepres may be reached at (310) 833-6055. For further comments or details contact BM1 Telefoni at (310) 732-2020.
Chart: 18751 LNM 41/04 dated 12 Oct 2004.

SOUTHERN CALIFORNIA – SANTA BARBARA CHANNEL – SUBMARINE PIPELINE INSPECTION AND REPAIR – Nuevo Energy/Plains Exploration and Productions Inc. will be conducting submarine pipeline inspections and repairs in position 34°39.2'N 120°40.3'W **from 13 Oct to 10 Nov 2004**. The M/V *AMERICAN PATRIOT* will be on scene and monitoring VHF-FM Ch. 16. The vessel will be moored in a 4 point configuration and will be unable to maneuver. Manned diving operations will be conducted. Mariners are advised to use caution when transiting the area. For further comments or details, contact Robin Sim at (805) 640-0799.
Chart: 18720 LNM 41/04 dated 12 Oct 2004.

NORTHERN CALIFORNIA – SAN FRANCISCO BAY – YACHT RACES – Please refer to the Yacht Race Association website: www.YRA.org for yacht race schedules in the SF Bay. For further comments or details, contact MST1 Brian Clark at (415) 399-3440.
Chart: None LNM 41/04 dated 12 Oct 2004.

NORTHERN CALIFORNIA – SAN FRANCISCO BAY – MARINE EVENT – The South End Rowing Club will sponsor a swimming event involving 40 participants swimming from Gas House Cove to Aquatic Park **from 0600T to 0700T on 22 October 2004**. All mariners are advised to use caution when transiting the area. The event sponsor will be monitoring VHF-FM Ch. 14. For further comments or details, contact MST1 Brian Clark at (415) 399-3440.
Chart: 18650 LNM 41/04 dated 12 Oct 2004.

NORTHERN CALIFORNIA – SAN FRANCISCO BAY – MARINE EVENT – The Nor-Cal Boat and Ski Club will sponsor a swimming event involving 50 participants water-skiing from Benicia to Blossom Rock **from 0800T to 1500T on 23 October 2004**. All mariners are advised to use caution when transiting the area. The event sponsor will be monitoring VHF-FM Ch. 14. For further comments or details, contact MST1 Brian Clark at (415) 399-3440.
Chart: 18650 LNM 41/04 dated 12 Oct 2004.

NORTHERN CALIFORNIA – SAN FRANCISCO BAY – MARINE EVENT – The Dolphin Boating and Swimming Club will sponsor a swimming event involving 50 participants swimming from Fort Point to Lime Rock **from 0800T to 1100T on 23 October 2004**. All mariners are advised to use caution when transiting the area. The event sponsor will be monitoring VHF-FM Ch. 14. For further comments or details, contact MST1 Brian Clark at (415) 399-3440.
Chart: 18650 LNM 41/04 dated 12 Oct 2004.

NORTHERN CALIFORNIA – SAN FRANCISCO BAY – MARINE EVENT – The South End Rowing Club will sponsor a swimming event involving 20 participants swimming from Alcatraz to Aquatic Park **from 0745T to 0915T on 30 October 2004**. All mariners are advised to use caution when transiting the area. The event sponsor will be monitoring VHF-FM Ch. 14. For further comments or details, contact MST1 Brian Clark at (415) 399-3440.
Chart: 18650 LNM 41/04 dated 12 Oct 2004.

BRIDGE INFORMATION - DISCREPANCIES AND CORRECTIONS - For bridge related issues during normal working hours Monday thru Friday, contact the Eleventh Coast Guard District Bridge Section, Coast Guard Island, Building 50-3, Alameda, CA 94501-5100, telephone: (510) 437-3514. For emergencies or discrepancies during nights, weekends and holidays, immediately notify the nearest Coast Guard Group Command via VHF-FM Ch 16 or via telephone: San Diego & Colorado River (619) 295-3121, Los Angeles (310) 732-2044, San Francisco (415) 399-3547, Eureka (707) 839-6113. Flotsam and drift may have accumulated on and near bridge piers and abutments and mariners should approach all bridges with caution.

NORTHERN CALIFORNIA - NOYO RIVER - HIGHWAY 1 BRIDGE REPLACEMENT - The temporary fenders, falsework and trestles beneath the bridge are being removed. Work is in progress 24 hrs per day, 7 days per week. Brief delays to vessel traffic should be expected during movement of construction equipment across the channel. Flag boats are provided to notify mariners when construction equipment is moving. Updated information will be provided via Broadcast Notice to Mariners. Mariners should contact MCM Construction Base, via VHF-FM Ch. 16, or telephone (707) 964-4518, to make passing arrangements.
Chart:18626 LNM 41/04 dated 12 Oct 2004.

SECTION VIII – LIGHT LIST CORRECTIONS

An asterisk *, indicates the column in which a correction has been made to new information. Corrections in this section are intended for Light List Volume VI, which can be found at <http://www.navcen.uscg.gov/pubs/LightLists/V6COMPLETE.PDF> and is corrected online through LNM 05/04.

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
CALIFORNIA - Eleventh District							
3050	- SOUTH DIRECTIONAL LIGHT	33 44 59 N 118 12 48 W	F W	120		On 3 leg tower Visible white light in center of the outbound channel (less than 0.1°)	Alternating red/ white 41/04 when left of outbound channel (156.5T- 156.0T) Fixed red light when left of outbound channel (154.5T- 156.0T): Flashing Red light when left of outbound channel (154.0T- 154.5T). Alternating green/white light when right of outbound channel (156.5T- 157.0T), Fixed Green light when right of outbound channel (157.0T- 158.5T), Flashing Green light when right of outbound channel (158.5T- 159.0T). Private aid.
*	*	*	*		*	*	*
3055	- NORTH DIRECTIONAL LIGHT	33 46 20 N 118 13 30 W	F W		105	On 3 leg tower, Visible white light in center of the inbound channel (less than 0.1°)	Alternating red/white 41/04 when right of inbound channel (336.5T- 337.5T) Fixed red light when right of inbound channel (337.5T- 338.5T): Flashing Red light when right of inbound channel (338.5T- 339.0T). Alternating green/white left when right of inbound channel (335.5T- 336.5T), Fixed Green light when left of inbound channel (334.5T- 335.5T), Flashing Green light when left of inbound channel (334.0T- 334.5T), Private aid.
*	*	*	*	*	*	*	*
3807	Cojo Mooring Buoy B	34 26 48 N 120 26 19 W				White with blue band.	Private aid. 41/04
*	*	*	*	*	*	*	*

3808	Cojo Mooring Buoy C	34 26 47 N 120 26 06 W		White with blue band.	Private aid.	41/04
*	*	*	*	*	*	*
4665	Oakland Inner Harbor Lighted Buoy 5	37 48 07 N 122 20 23 W	FI G 4s	3	Green	41/04
	*	*	*			

SECTION IX - PUBLICATION CORRECTIONS

This section contains changes to the Coast Pilot Volume 7.

The Coast Pilot can be found online at <http://nauticalcharts.noaa.gov/nsd/cpdownload.htm>.

Publication-National Ocean Service-U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2004 (36th) Edition. Change No. 25.

Coast Pilot 7 36th 2004 Corrections
Page 643-Paragraph 2 through Paragraph 6,
read:

National Wildlife Refuges, American Samoa

The National Wildlife Refuges of Rose Atoll (American Samoa), Howland Island, Baker Island, Jarvis Island, and Palmyra Atoll are administered by the U.S. Fish and Wildlife Service, Department of the Interior. The refuge boundaries extend outward to the 3-mile limit, except Palmyra Atoll with an outward boundary of 12 miles. Entry into the refuge without a permit is prohibited, except in an emergency. An entry permit is obtained from Refuge Manager, Hawai'ian/Pacific Islands National Wildlife Refuge Complex (see appendix, under Department of Interior (indexed as such), for address).

Chart 83484

The **Samoa Islands** (Navigator Islands) (13°25'S. to 14°30'S.; 168°00'W. to 173°00'W.) consists of two groups of islands, which are commonly referred to as **American Samoa** and **Western Samoa**. The islands comprising American Samoa are **Tutuila Island, Aunuu Island, Ofu Island, Olosega Island, Ta'u Island, and Rose Atoll**. Western Samoa comprises the islands of **Upolu Island** and **Savai'i Island**.

The Samoa Islands have been populated for 3,000 years, but known to the western world for little more than two centuries. American Samoa, the only

U.S. territory S of the equator, consists of five rugged, highly eroded volcanic islands, and two coral atolls. The land area of the territory is 76 square miles. The islands have population of approximately 60,000, with most people living on the main island of Tutuila. Tuna fishing and canning are the major industries.

COLREGS Demarcation Lines

The lines established for U.S. Pacific Island Possessions are described in 80.1495, chapter 2.

Weather, Samoa Islands

The prevailing winds, or so-called trade winds, come from a direction more nearly E, blowing between ESE and NNE. They are fairly constant through the dry season, but during the wet season they are fitful, and are frequently broken by periods of calm. The islands lie within the typhoon area of the W Pacific. Typhoons occur from January to March, and occasionally up to the middle of April. The year divides itself distinctly, but not sharply into a dry season (May to November) and a wet season (November to April.) The wettest month, January, has a range of 5 to 65 inches of precipitation. The annual rainfall has also varied this much. The climate varies little from year to year, because of the great area of water surrounding the group. December is the hottest month, with an average excess of only about 2° over the mean temperature for July, the coldest month.

Caution

Caution should be exercised in the vicinity of American Samoa, as several Fish Aggregating Devices have been moored at off-lying, deep-water locations around Tutuila, and other positions around the group. The devices may drift off position, and/or concentrations of fishing vessels may be found in their vicinity. The devices are comprised of aluminum catamaran floats painted orange and white. Each device carries a white daymark, fitted with the letter designation of the device, and a flashing white light. The devices offer good radar returns.

Rose Atoll (14°33'S., 168°09'W.), the farthest E of the Samoa Islands, is nearly square in shape; its sides are about 1.5 miles in length. Sand Island, inside the reef on the N extremity, is merely a sand spot. A large clump of trees, 65 feet high, stands on Rose Atoll. There is a boat channel into the lagoon, close W of the N extremity of the reef. Rose Atoll is a U.S. National Wildlife Refuge. (See National Wildlife Refuges, this chapter.)

Tide-Currents

Tidal currents off Rose Atoll are reported to set NE and SW, with the SW or ebb current being the stronger.

The **Manua Islands** (14°13'S., 169°33'W.) consists of three islands, Ofu, Olosega, and Ta'u, which extend over an area of about 17 miles in an ESE-WNW direction. The islands are about 60 miles E of Tutuila. Ofu and Olosega are joined by a bridge. These islands are sparsely populated. The villages on the islands have only a few hundred people. There is a national park on Ofu and Ta'u.

Ta'u Island (14°15'S., 169°28'W.) is the farthest of the three islands which comprise the Manua Islands. The island is about 5.8 miles long E-W, is dome-shaped, and rises to a height of 3,170 feet. It is covered with vegetation. **Maafee Islet** is located close offshore, about 0.3 mile S of the W extremity of the island.

Ta'u Harbor (14°14.5'S., 169°30.6'W.), on the W shore, should only be entered by flat bottom boats; caution is advised. Currents and waves can push a vessel into the rock wall and reef groin. The channel is shallow due to sand accumulations. The harbormaster reported a depth of 4 to 5 feet at low tide. The

dock is poorly maintained and should be avoided. Permission to enter the harbor along with directions must be obtained from the harbormaster in Pago Pago Harbor.

Faleasao Harbor (14°13.02'S., 169°30.10'W.) is located at the NW point of Ta'u Island. Severe storms have damaged the jetty and mariners are advised to avoid the jetty while transiting the channel. Numerous coral heads and a shallow bottom present a danger to navigation. The harbormaster reported a depth of 8 feet or less at low tide. Permission to enter the harbor along with directions must be obtained from the harbormaster in Pago Pago Harbor.

Anchorage

Faleasau (Faleasao), on the NW side of the island, affords sheltered anchorage, in 14.5 fathoms, during the trade winds, but a vessel should be prepared to weigh anchor with any change. Anchorage may be obtained, in 13 fathoms, coral, 0.4 mile W of **Fitiuta Point**, the NE extremity of the island.

Caution

An area with a least depth of 22 fathoms, is about 1.3 miles W from the NW extremity of Ta'u Island. This area has experienced submarine volcanic action.

Tides-Currents

The tidal currents at the Faleasau anchorage flow SW on the ebb at 1 to 2 knots, and the flood flows NW at 1 to 2 knots.

Olosega Island (14°11'S., 169°37'W.), 6 miles NW of Ta'u Island, rises nearly perpendicular on its W side to a height of 2,095 feet. The coral reef surrounding the island consists of two regular shelves, one beyond the other. There is fair anchorage, except during the trade winds, in 18 fathoms, coral, S of the W extremity of Olosega Island, and in 14.5 fathoms, sand, NE of the W extremity of the island.

Ofu Island (14°11'S., 169°39'W.) is separated from Olosega Island by Asaga Strait, which is about 0.2 mile wide. Ofu Island is nearly 3 miles long in an E-W direction, and about 1.5 miles at its widest point. The island rises to 1,621 feet on its SE part. Two islets lie off the W side of the island. The coastal reef extends about 0.2 mile from Ofu

Island to these islets. Lights are on the NW end of the island.

Ofu Harbor (14°09.8'S., 169°40.9'W.) is on the NW point of Ofu Island. Severe storms have filled in the harbor with sediment. The storms have also damaged the seawalls and mariners are advised to stay clear. Approach to dock is shallow with a reported depth of 10 feet by the harbormaster. Offloading and loading of cargo is not advised during high tide. Permission to enter the harbor along with directions must be obtained from the harbormaster in Pago Pago Harbor.

Tutuila Island (14°19'S., 170°42'W.) is about 17 miles long in an ENE-WSW direction, 5 miles wide, and rises to a height of 2,142 feet. A wooded mountain ridge extends nearly the entire length of the island and is extremely rugged, especially in the E. The N coast is bold and precipitous. The 100-fathom curve lies from 0.1 to 2.3 miles off the S coast, about 4.3 miles off the W extremity, and from 1.3 to 2.5 miles off the N coast. There are several shoal areas, especially off the S coast, which are best seen on the chart. The S coast of the island extends from **Cape Matatula**, the E extremity of the island, in a WSW direction about 14 miles to **Steps Point**, the S extremity, and then about 5.8 miles NW to **Cape Taputapu**, the W extremity. From **Cape Matatula** to **Matuli Point**, 1.5 miles S, the coast is fronted by a reef which extends about 0.1 mile offshore.

Tides-Currents

Currents near the coast set SSW, particularly with NE winds; velocities of 4 knots have been observed. Between Tutuila Island and Upolo Island (Western Samoa), a NW current with a velocity of less than 0.5 knot has been found to exist. A current setting SW from Cape Taputapu is said to produce overfalls.

Aunuu Island (14°17'S., 170°33'W.) is 0.7 mile SSE of Matuli Point. The island has two peaks, and there is a village at its W end. Lights are on the NE side and off the NW corner.

Aunuu Harbor is located on the west side of Aunuu Island. Aunuu Harbor is a feeder port for the island. Small boats from **Auasi Harbor** on Tutuila Island frequently transit between the islands. Mariners should be aware that the light off the NW corner of the island, near the harbor, marks the entrance and is on the

S jetty, not the N jetty. Permission to enter the harbor along with directions must be obtained from the harbormaster in Pago Pago Harbor.

Caution

A cable area extends across the channel between Aunuu and Tutuila Islands and is best seen on the chart; vessels should avoid anchoring in the vicinity. **Nafanua Bank**, with a least charted depth of 3½ fathoms, extends 1.5 miles in a SW direction from Aunuu Island. A rock, covered 1¾ fathom, is about 0.4 mile SSE of **Cape Fogausa**. A rock, covered 3 fathoms, is about 1.2 miles SW of Cape Fogausa between **Fagaitua Bay** and **Narragansett Passage**. The chart should be consulted for other depths.

Breakers Point (14°17.4'S., 170°39.8'W.), 3.5 miles WSW of Cape Fogausa, is the E entrance point to Pago Pago Harbor and is marked by a light. In 1989, discolored water was reported in the S approach to the harbor in about 14°22.2'S., 170°40.7'W. **Taema Bank**, with a least depth of 4 fathoms, lies about 1.6 miles SSE of the entrance to Pago Pago Harbor. The bank is about 2.3 miles long in an ENE-WSW direction and is marked on the W end by a lighted buoy. Narragansett Passage is between Taema Bank and Nafanua Bank to the E. There are several banks in the vicinity of the passage whose positions may best be seen on the chart. The passage is not recommended due to the age of survey.

Pago Pago Harbor (14°17'S., 170°40'W.), a natural harbor located on the S shore of Tutuila Island, is entered between Breakers Point and **Niuloa Point**. **Pago Pago**, on the NW side of the harbor is the largest village on the island and is the capital of American Samoa; it is the only port of entry for American Samoa. The village of **Utulei** is close SE of the government administration buildings, and the village of **Fagatogo** is close W of the same buildings.

Prominent Features

Easily identified landmarks include Aunuu Island; Steps Point, the S extremity of the island marked by a light; the sharp peak of **Matafao**, 2,142 feet high, 1.3 miles S of Pago Pago; the flat, dome shape of **North Pioa Mountain**, 1,718 feet high, on the E side of the harbor; and **Fatu Rock**, 102 feet high, 0.2

mile S of Niuloa Point. **Tauga Rock**, about 1 mile E of Breakers Point, is 89 feet high and prominent.

Routes

Vessels approaching from the E should pass about 2 miles E and 1.5 miles SE of Aunuu Island, thence a course of **256°** should be steered until **Breakers Point Light** (14°17'36"S., 170°39'48"W.) bears about **025°**, thence alter course to the N to pass W of Taema Bank. When clear of the bank, steer a NE course to intersect the entrance range, thence steer **342°** and enter the harbor the range. This range line passes E of **Whale Rock** and W of **Toasa Rock**. Vessels and deep-draft vessels approaching from the W or S should keep outside the 100-fathom line until reaching 14°21'S., 170°41.5'W., thence steer 025° to clear the W end of Taema Bank, then proceed as directed above. Mariners should stay way clear of Taema Bank. Locals have noted breakers over Taema Bank during rough weather.

Anchorage

There is good anchorage in the inner harbor, in 6 to 25 fathoms, mud and sand. The best anchorage for large vessels is at midchannel off the Main Dock. Vessels of 1,000 gross tons or more should not anchor in less than 15¾ fathoms, as the harbor becomes narrow and there is no room to swing.

Dangers

The shores of the harbor are fringed by reefs, which on the W and E sides of the entrance extend up to 0.3 mile offshore. In most parts the reefs are steep-to and their edges are marked by surf. The depths in the harbor are from 17 to 37 fathoms. A 10-fathom spot is outside the 20-fathom line, about 0.2 mile of Breakers Point. A dangerous submerged wreck is about 0.1 mile E of the spot. **Whale Rock**, covered 2 fathoms and marked by a lighted buoy on the E side and **Toasa Rock** covered 2 feet and marked by a buoy on the SW side, are the two principal dangers in the harbor.

Tides

The mean tidal range is 2.3 feet, while the spring range is 3 feet.

Pilotage

Pilotage is not compulsory, but is advisable; a pilot is available day or night. Pilotage fees are charged whether or not a pilot is used. It is recommended that large vessels request a pilot if docking in inclement weather. A radio request for a pilot should be made 24 hours prior to the ETA. The pilot prefers to embark close to the dock, but in good weather will embark off Fatu Rock. Entrance at night is not encouraged; however, if previous arrangements are made and weather permits, a pilot embark during hours of darkness. Port officials board incoming ships alongside the dock.

Harbormaster

Pago Pago Control and the harbormaster may be contacted on VHF-FM channel 16. Pago Pago Harbor Control also monitors 2182 kHz. Required notifications to the Officer in Charge, Marine Inspection and/or the Captain of the Port, Honolulu, may be made in American Samoa to:
U.S. Coast Guard Liaison Office, American Samoa
P.O. Box 249
Pago Pago, American Samoa

Wharves

Station Wharf (Main Wharf), on the S side of the inner harbor, has depths of 5¼ to 6 fathoms alongside, however, in 1987, a vessel reported a least depth of 5 fathoms alongside. A deep draft container wharf, 787 feet long, is situated between Station Wharf and the oil dock. The oil dock has depths of 5¼ fathoms alongside. In 1992, Station Wharf and the oil dock were reported to be in poor condition. The customs pier has a depth of 1½ fathoms at the SW end and 3¾ fathoms at the NE end. The facilities on the N shore of the inner harbor are reserved for the fishing fleet serving the canneries.

From Pago Pago Harbor, the shore trends SW 6.8 miles to **Steps Point** (14°22.4'S., 170°45.6'W.) Midway along this stretch of shore, near the airport, a reef extends about 0.3 mile offshore; the sea breaks continuously on this reef.

The area W of Steps Point, including **Fagatele Bay**, was designated **Fagatele Bay National Marine Sanctuary** in 1986. Within the sanctuary lies a Paleo-tropical coral reef with close to 200 species of coral and several hundred species of fish. Due

to the "no disturbance of the bottom" and "no take of invertebrates" prohibitions throughout the sanctuary, anchoring is discouraged. No discharges are permitted within the sanctuary boundary; boaters are asked to restrict any discharges near the mouth of the bay. Scuba divers should display a "diver down" flag when in the water. (See **15 CFR922.1 through 922.50** and **Subpart J**, chapter 2, for limits and regulations.)

The shore from Steps Point to **Papualoa Point**, about 2 miles NW, is formed partly by perpendicular rocks and partly by blocks of lava, which extend some distance seaward and upon which the sea breaks. **Leone Bay** is entered between Papualoa Point and **Fagaone Point**, and is open to the SSW. There is anchorage W of the village of **Leone**, in 15 to 20 fathoms, but it is dangerous when winds are from the S or SSW.

Cape Taputapu (14°19'S., 170°51'W.), the W extremity of Tutuila, lies 1.5 miles WNW of Fagaone Point. It is a mass of high, steep rocks, fronted by some rocky islets. **Taputapu Island** lies on the reef close SW of Cape Taputapu. The following banks, with the indicated least depths, lie in the approach to Cape Taputapu:

- a. 14 fathoms - 3.3 miles SE.
- b. 11 fathoms - 2.3 miles SSE.
- c. 15 fathoms - 3.8 miles SW.
- d. 18 fathoms - 3.5 miles W.

The N coast of Tutuila is described from E to W. From Cape Matatula to **Pola Island**, 6.5 miles W, the coast is indented by numerous bays. The coast then trends WSW 11 miles to Cape Taputapu. This coast is also indented with bays. **Aoa Bay** (14°15'S., 170°35.4'W.), affords anchorage, in 16 fathoms, midway between the entrance points. **Masefau Bay**, entered W of **Tiapea Point**, 1.5 miles W of Aoa Bay, affords anchorage, in 17 fathoms. The surrounding reefs and **Nuusetoga Island**, off the W entrance point, narrow the anchorage. **Afono Bay**, 1.5 miles W of Nuusetoga Island, is reported to provide

good anchorage, in 14 fathoms, coral, except in N winds.

Pola Island (14°14'S., 170°40.2'W.), 1.5 miles NW of Afona Bay, is located off the N extremity of Tutuila Island.

Cockscomb Point, the N extremity of Pola Island is formed by a ridge of rocks, which are high, indented, and steep. An area with a least depth of 13 fathoms is just over 1 mile ENE of Cockscomb Point and an area with a least depth of 15 fathoms is about 1.5 miles W of the point. **Fagasa Bay** is about 4 miles SW of Cockscomb Point. Anchorage, protected from the trades, can be had in 13 fathoms between the E and W points of the bay. Between Fagasa Bay and **Aoloau Bay**, 3 miles WSW, there are two small bays backed by mountains. Aoloau Bay affords good anchorage, in 14 fathoms in mid-bay, but vessels should be prepared to leave on short notice when the winds shift to the N. Aoloau Bay is small and surrounded by high mountains. A 12-fathom area is 1.5 miles NNE of Aoloau Bay. Similar depths are charted to a distance of 4.8 miles W of the 12-fathom depth. **Poloa Bay** (14°19'S., 170°50.6'W.), 4 miles SW of Aoloau Bay, affords good anchorage during E winds, in 16 fathoms, midway between the entrance points. Vessels should be prepared to leave on short notice when the wind shifts to the W. In this bay there is a 1 to 4 knot current that runs in a SW direction. Cape Taputapu is located close SW of Poloa Bay.

Chart 83116

Howland Island (0°48'N., 176°38'W.), **Baker Island** (0°12'N., 176°28'W.), and **Jarvis Island** (0°23'S., 160°01'W.) are National Wildlife Refuges (see National Wildlife Refuges, this chapter).

(CL 1401/04; CL 1423/04; LL/04; NOS 83484)

Coast Pilot 7 36th 2004 Corrections

Page 257-Paragraph 145, read:

In March 2004, the controlling depths were 15.7 feet in the entrance (except for lesser depths along the S breakwater), thence 9.5 feet in the right half and 0.3 feet in the left half of the channel that leads WNW to the W basin; the channel to the E basin had a depth of 10.1 feet. The harbor is well protected from all sides.

(BP 183714)

Page 275-Paragraph 445, lines 5-14; read: and the detached breakwater. In February-March 2004, a depth of 13.7 feet was available in both openings, giving the ends of the jetties a wide berth due to shoaling; the chart is the best guide, thence 12.5 feet in the entrance channel into the harbor just past Basins B and H, thence 10.0 feet to Basin E at the head of the harbor. The N and S ends of the detached ...

(BPs 183709-10)

Page 394-Paragraph 6, lines 18-23; read: the E jetty.

In June 2004, the controlling depths were 10 feet in the entrance channel to the turning basin, thence 7 to 13 feet was available in the basin, thence 5 feet in the entrance to the SE basin; the barge slip had depths of 3 to 7 feet. An overhead power cable crossing the river ...

(BP 183864)

Page 397-Paragraph 60, lines 1-2; read:

In July 2004, depths along the E side of the wharf were 9 to 12 feet with

lesser depths at the N end towards shore. Gasoline, diesel fuel, and water ...

(BP 184293)

Page 410-Paragraph 218, lines 8-10; read: ramp at the head of the boat basin. In March 2004, the controlling depth was 8 feet (except for shoaling from 7 to 2 feet in the right outside quarter of the channel along the W breakwater.)

Gasoline, ...

(BP 183700)

Page 411-Paragraph 231, lines 3-4; read: feet; thence in March 2004, depths of 5 to 8 feet were available in the basin (except for lesser depths in the NE and SE corners.) In 1994, shoaling to 4 ...

(BP 183687)

Page 413-Paragraph 266, lines 2-10; read: jetties. The N jetty extends about 650 yards offshore. An entrance channel crosses the bar and leads eastward between the jetties, thence the channel turns SE, about 0.9 mile above the seaward end of the N jetty, and continues to about 0.3 mile past Kincheloe Point, thence the channel turns eastward and leads to a turning basin just W of Miami Cove. An access channel leads N from the turning basin to a mooring basin at the town of Garibaldi.

In July 2004, the controlling depths were 18 feet in the entrance channel to the point where the channel turns SE, thence in July 2002-July 2004, 15 feet to Garibaldi Light 19, thence 9 feet along the N ...

(BP 183981; NOS 18558)

SECTION X - ENCLOSURES



A. J. Shaw
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Chief, Aids to Navigation
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12 Oct 2004

THE LOCAL NOTICE TO MARINERS IS AVAILABLE ON THE
WORLD WIDE WEB AT WWW.NAVCEN.USCG.GOV/LNM/D11/

LNМ 41/04